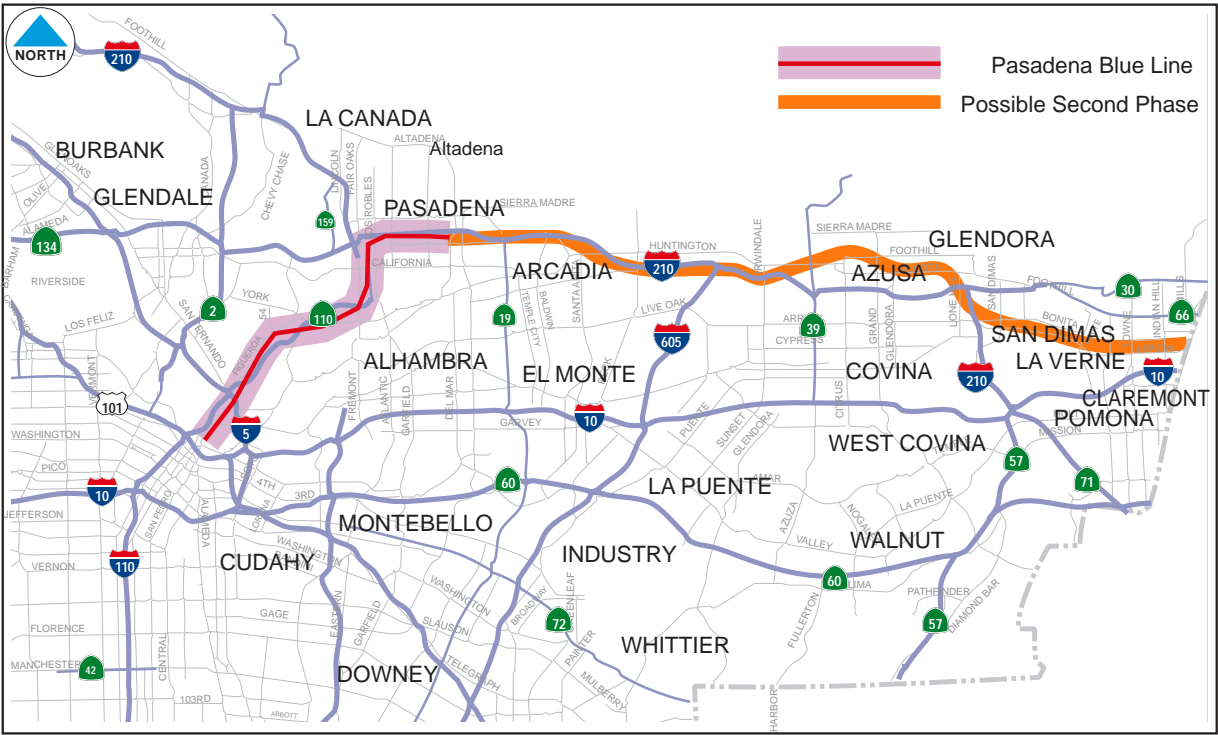


LOS ANGELES TO PASADENA

Metro Gold Line

TCRP PROJECT # 34
EA 07-21620
Related EAs 07-21700, 07-21710
PPNO 2811
LA Co., vicinity Rtes. 110 & 210
9/19/00



I. Proposal & Need:

The project is a 13.7 mile light rail transit line with 13 stations, to be constructed mainly on the former Santa Fe rail right of way from downtown Los Angeles generally following the Pasadena Freeway (Route 110) corridor, through the Old Town district of Pasadena paralleling Arroyo Parkway at and below grade, and onto the median of the Foothill Freeway (Route 210) to Sierra Madre Villa in east Pasadena. (A second phase may be constructed in the future following the Santa Fe R/W out to Claremont, an additional 24 miles.) Light rail vehicles will be provided by LACMTA through a separate procurement not funded from this project.

The project was nearing completion of final design and R/W acquisition and had completed construction of the major structures when the original project sponsor, the Los Angeles County Metropolitan Transportation Authority, was forced to suspend work on the project due to budgetary and political constraints in January 1998. SB 1847 created the Pasadena Metro Blue Line Construction Authority effective January 1, 1999 to take over and complete Phase I of the project, and to build Phase II if it becomes feasible. LACMTA will own and operate the line upon completion.

There are no alternatives under consideration. The project has received all necessary approvals, has funding committed to complete Phase I, and is well advanced in its deign and construction.

II. Benefits

The project will serve the very heavily congested Pasadena Freeway and Foothill Freeway corridors and transit dependent communities of Chinatown, El Sereno, Montecito Heights, Mount Washington, Highland Park and Pasadena. Commuters from the San Gabriel Valley can park at the Sierra Madre Villa terminus and commute by train into downtown Los Angeles. The project will connect patrons with Metrolink, Amtrak and Metro Red, Blue (LA-Long Beach) and Green Line trains, buses and shuttles via Union Station. Daily ridership is estimated at 38,000 opening day (July 1, 2003) and 68,000 by 2015.

Other benefits include stimulation of public and private redevelopment projects at station sites, alternatives to congested freeway and surface streets in the corridor, and reduction of air pollution when commuters use the electrically powered trains instead of private vehicles.

III. Cost

Project is currently fully funded with the inclusion of these TCRP funds. The overall project cost is \$683,739,000, including the portions completed by LACMTA through 1998. Estimated cost to complete the remaining work is \$725.5 million.

Local Agency Contact: Rick Thorpe, CEO, Los Angeles to Pasadena Metro Blue Line Construction Authority (PMBLCA) (626) 799-0080

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
SHA/TP&D	\$278,000,000		All Phases
PTA	\$500,000		Phase IV
			Construction
FED-Intermodal	\$7,000,000		Phase IV
LACMTA Prop. C	\$79,000,000		Env'l, R/W, Design, Construction
Authority	\$40,100,000		All Phases
SHA-PASCNTR	\$6,600,000		
TCRP	\$40,000,000		Env'l, R/W, Design, Construction
MTA-Expended	\$274,300,000		Env'l, R/W, Design, Construction
Total	\$725,500,000		

* (Local = PMBLCA \$21.7 M, City of Pasadena \$5.8 M)

IV. Schedule & Progress

Milestone	Date	% Complete	If not complete. On Schedule? (Yes / No)
PA&ED	2/02		Yes
R/W Certification	6/04		Yes
RTL (Awarded)	2/03		Yes
CCA	10/04		Operation begins 7/03, Closeout 10/04

V. Significant Project Delivery Issues

Arroyo Seco Design/Build contract for majority of project work to be awarded September 27, 2000. Outcome of bidding may have budget impacts if higher than anticipated. Following the D/B award and CTC approval of the TCRP funds, the PMBLCA Board will adopt an updated project budget.

No additional funding is available for major cost overruns; PMBLCA has no sales tax revenues or other public sources of funds, so change orders must be very limited to contain project costs. Some revenues may become available from anticipated joint developments, fiber optics leases, parking revenues, etc.

PROJECT SCHEDULE
Total Estimated Cost of Project: 725.50 Million

	PASADENA METRO BLUE LINE															
	Jan - Dec 2000				Jan - Dec 2001				Jan - Dec 2002				Jan - Dec 2003			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
CONSTRUCTION *																10/04
OPEN TO TRAFFIC																

* THIS IS A DESIGN BUILD PROJECT